

# The Coconino Sun

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## SANTA FE WRECK.

### Eight Dead and Fifteen Wounded in the Accident.

**Collision Between Passenger Trains  
3 and 4—Three Engines Wrecked  
and Five Cars Burned—Due  
to Disregard of Orders.**

A disastrously fatal wreck occurred on the Santa Fe Pacific at Franconia, Arizona, twenty miles east of Needles, at 5 o'clock Wednesday morning. The limited trains, No. 3 and 4, west and east-bound respectively, crashed together, going at full speed. Train No. 4 was drawn by two engines, while the west-bound had but one. All three locomotives were crushed and blown to pieces by an explosion that followed the collision.

Both trains were made up of vestibuled cars of the latest and most approved pattern. While these cars stood the shock well and protected the passengers to a great extent, several cars took fire and burned up. Two dining cars, two composites and one Pullman were destroyed.

The corrected list of the dead are: P. M. McElligott, engineer No. 4; W. L. Case, fireman No. 4; William L. Armitage, fireman No. 4; R. R. Higgins, conductor No. 3; H. F. Goldsmith, fireman No. 3; H. E. Barnhardt, barber No. 3; Walter Devorage, waiter No. 3; Samuel Brown, waiter No. 3.

The injured, now in the hospital at Los Angeles, are: Joe Morse, conductor No. 4; J. R. Williams, engineer No. 3; L. L. Holmes, engineer No. 4; H. H. Webb, porter No. 4; L. W. Fair, waiter No. 3; Otto Barse, cook No. 3; Monte Morton, waiter No. 3; Harry Letcher, porter No. 3; F. Williams, waiter No. 4; Thomas H. Owen, waiter No. 4; J. W. Bryant, waiter No. 4.

Conductor R. R. Higgins of No. 3 passed away at the Sisters' hospital in Los Angeles Thursday afternoon. His wife and family were at his bedside when he breathed his last. The dead conductor was a brother-in-law of John Denear, superintendent of the Needles division. His home was in San Francisco and the remains will probably be taken there for burial.

The boiler of the west-bound train exploded after the crash, scalding those of the engine crews who were not killed outright. The bodies in the cases of Armitage and Brown are supposed to have been cremated.

A scene of awful confusion followed the collision. The massive engines were piled up in an indescribable mass of broken and twisted steel, while scalding steam hung in a dense, suffocating cloud over the debris, amidst which the cries of the injured and dying engineers could be heard. The heavy Pullmans and composite cars jammed the dining and baggage cars upon the heated pile of wreckage, carrying death to the dining car crews and setting the cars afire.

The wreck is one of the most serious that has happened on the Arizona division for years. The rear Pullman car of No. 4, after being cut off from the wrecked train and allowed to drop back by gravity, failed to stop from the

action of the brakes, and ran down the grade at a high rate of speed. It was only stopped when it encountered the opposite grade, after crossing the Colorado river.

As to the cause of the wreck, there is no official statement, and it may not come out for some time, but it is understood generally that the conductor and engineer of No. 3, the west-bound train, overlooked an order which gave the east-bound train, No. 4, until a certain time to reach Franconia. The west-bound train was running two hours behind its schedule, but when it passed Franconia, it is said, it was but an hour and fifty minutes late.

## STAR MAIL ROUTES.

**Mail Routes in Coconino County—Bids  
are Open to Local Bidders, Who  
Will be Given Preference.**

The postoffice department now recognizes the fact that the local resident is entitled to bid for the carrying of mail, and that preference will be given the local bidder.

The routes in this county on which the department desires bids and the amount now paid under contract are as follows:

Seligman to Supai, 70 miles and back, twice a week. Present contract pays \$979. Bond, \$3,000.

Flagstaff to Tuba, 100 miles and back, three times a week. Present contract pays \$990 for service twice a week. Bond, \$6,000.

Algert to Tuba, 20 miles and back, once a week. Present contract pays \$104. Bond, \$400.

Lee's Ferry, by Butte Valley, to Tuba, 80 miles and back, once a week. Present contract pays \$419. Sub-contract pays \$312. Bond, \$1,000.

In addition to carrying the mails to the various postoffices on the star routes the carrier on each route (except where otherwise specifically stated) will also be required to deliver mail into all boxes and hang small bags or satchels containing mail on cranes or posts that may be erected along the route, under the following conditions:

Any person living on or near any star route herein described, and not within the corporate limits of any town or within 80 rods of any postoffice, who desires his mail deposited at a given point on the line of the route by the carrier on said route may provide or erect a suitable box or crane on the roadside, located in such a manner as to be reached as conveniently as practicable by the carrier without dismounting from the vehicle or horse, and such person shall file with the postmaster at the postoffice to which his mail is addressed (which shall be one of the two postoffices on the route on either side of and next to the box or crane) a request in writing for the delivery of his mail to the carrier on the route for deposit at the designated point, at the risk of the addressee. The small bag or satchel above described, as well as the box or crane, must be provided by the person for whose use it is intended without expense to the department.

Proposals will be received at the office of the second assistant postmaster-general, postoffice department, Washington, D. C., until 4 p. m., December 3, 1901, for carrying the mails of the United States on the routes and by the schedules of departures and arrivals, as shown by the advertisement to be found at all postoffices in New Mexico and Arizona.

## THE TOWN COUNCIL.

**The Assessment Roll for the Year 1901  
Returned by the Town Assessor.  
Tax Levy Fixed at Five Mills.**

The town council met last Tuesday afternoon pursuant to adjournment. Present—Mayor Pollock, Councilmen Aubineau and Babbitt, and L. W. Quinlan, clerk.

Minutes of meetings of September 14, October 14 and 26 and November 11 were read and approved.

The following bills were read, approved, allowed and ordered paid:

Against the water fund—

John Harrington, labor on mountain ..... \$ 2 00

Babbitt Bros., water supplies, Aug. and Oct., 1901..... 4 00

John W. Hanson, repairing fire plug ..... 1 00

W. H. Nickell, repairing leaks in main ..... 7 30

Crawford and Vishnu, repairing south spring road..... 18 00

Against general fund—

Mutual Phone Co., Sept. and Oct. rent ..... 3 00

C. M. Funston, quarterly printing to Sept. 30, 1901 ..... 46 70

Wm. Hentley, two cords wood... 6 00

Hawks Hotel, feeding jail prisoners ..... 18 80

J. E. Priest, fire department .... 6 00

John W. Hanson, labor..... 2 00

Babbitt Bros., supplies, Sept. and Oct. .... 12 76

L. W. Quinlan, J. P. fees ..... 17 00

Against street fund—

C. C. Compton, street work, Aug. 2 to Oct. 7, 1901 ..... 19 75

C. C. Compton, street work, Oct. 16 to Nov. 3, 1901 ..... 16 45

N. Greenleaf, 10 loads of dirt and hauling.... 3 50

A. L. & T. Co., lumber Oct. 9 and Nov. 6, 1901..... 14 22

The bill of the Chicago Typewriter and Supply Company for one Remington machine and express, \$64.05, was allowed and ordered paid, one-half to be charged to water fund and one-half to general fund.

The assessment rolls for the year 1901 were returned by the town assessor, in accordance with ordinance, showing an assessed valuation of \$425,003, and on motion by Babbitt, which carried, the work of the assessor was approved and accepted.

No objections having been made this day to any assessment of any taxpayer, no changes were made in the assessment roll.

On motion by Aubineau, which carried, the tax levy on the town assessment for the year 1901 was fixed at one-half of one per centum, or five mills on the dollar, for each dollar of the local assessed valuation. Further, that four mills on the dollar of said above tax levy for 1901 be appropriated to the general fund to pay contingent expenses and general warrants issued, and one mill on the dollar of said above tax levy for 1901 be appropriated to the street department fund.

A warrant was ordered and directed to be issued to the town tax collector, as provided by law and ordinance, to forthwith collect the taxes as appears by the duplicate property assessment rolls for the year 1901, before January 21, 1902.

Mr. F. C. Reid appeared before the

council with petition asking that certain restrictions be placed upon the sale of liquor, and that saloons within the town be closed during certain hours. Attorney E. M. Doe appeared before the council, representing a client who would be affected by said petition. It was moved and carried that said petition be filed with the town clerk and then referred to the legal and police committee, and that this committee make a report on same at next regular meeting of the council in December.

The resignation of H. E. Campbell as chief of the fire department and the endorsement by the Pioneer Hose Co. of a member for fire chief; the application of J. E. Priest to be fire apparatus custodian, and requisition of the Pioneer Hose Co. for lanterns, etc., were referred to the fire department committee for report.

Mr. P. R. Weatherford presented a petition for regulation sidewalk to be laid on the south side of Aspen avenue, from the northeast corner of Block 6 west to the northwest corner of Block 1 D. Said petition was referred to the street committee.

The quarterly reports of W. C. Bayless as tax collector and L. W. Quinlan as town treasurer were received, approved and ordered filed. Said reports cover quarter ending September 30, 1901.

It was moved by Mr. Aubineau and carried that the legal committee be instructed to prepare an ordinance calling a vote at the general town election to be held the first Monday in April next, during the hours fixed by law, for the purpose of determining whether the town of Flagstaff shall issue its bonds in the sum of twelve thousand dollars, as "Supplementary Water Works Bonds," the proceeds thereof to be used exclusively for the purpose of paying off all outstanding "Floating Water Warrants" and the accrued interest thereon, of the town of Flagstaff. Said bonds to be in addition to the bonds in the sum of ninety-five thousand dollars already issued, and to bear interest at the rate of six per cent per annum.

It was moved by Mr. Aubineau and carried that the legal committee be instructed to prepare an ordinance calling a vote at the general town election to be held the first Monday in April next, during the hours fixed by law, for the purpose of determining whether the town of Flagstaff shall issue its bonds in the sum of ten thousand dollars as "Sewer Bonds," the same to bear interest at the rate of six per cent per annum, the proceeds thereof to be used exclusively for the purpose of purchasing the sewer line and all property now belonging to the "Flagstaff Drainage and Improvement Company," a corporation.

There being no further business to come before the meeting, the council adjourned.

Approved: T. E. POLLOCK,  
Mayor.

Attest: L. W. QUINLAN, Clerk.

We understand that there is in contemplation the erection of a 20 stamp mill on the Colorado river, near Scanlon's Ferry. The mill will handle ores from the Lost Basin and Gold Basin mines. The people contemplating the erection of this plant are interested in mines in that locality. The country surrounding Scanlon's Ferry is abundantly able to keep a mill at work for years to come on high grade gold ore, and we hope the projectors will carry their plans to completion. — Mohave Miner.